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ships were built in the Netherlands: the Srbija and Makedonija of 9,000 deadweight tons each and the Rijeka, Pula, and Zadar of 3,900 deadweight tons each. A former US Victory ship of 10,450 deadweight tons was rebuilt in Split and named the Hrvatska.

The "3 Maj" Shipyard will build six more transoceanic ships of the 3 Maj type of 4,200 deadweight tons each. The 3 Maj sank during its trial voyage, but it will be repaired soon and delivered to the merchant marine. Three additional ships of the 3 Maj type are now under construction in the "3 Maj" Shipyard. The same is also building eight tugs, of which six will be motor tugs and two, steam tugs. The motor tugs will have 240 horsepower each and the steam tugs 600 horsepower each. Four motor tankers of 500 deadweight tons each for shipping petroleum, as well as six motor ships of 450 deadweight tons each for shipping water are also being built.

A series of coastal motor ships of 450 deadweight tons each are also being built. These ships will be equipped with Yugoslav-made 420-horsepower Diesel engines.

The "Vicko Krstulovic" Shipyard will deliver the 5,500-deadweight-ton Balcik to the merchant marine in 1951. The ship, which was renamed the Vojvodina, is now being overhauled by the above shipyard.

The Slovenia and the Crna Gora, of 9,000 deadweight tons each, will be completed within a few months in Netherlands shipyards.

Two ships of 4,100 deadweight tons each have been ordered in West Germany.

#### TRAFFIC IN RIJEKA HARBOR INCREASES -- Zagreb, Vjesnik, 28 Nov 50

In 1939, traffic in Rijeka Harbor amounted to 952,000 tons of freight, in 1946, 622,561 tons; in 1947, 970,596 tons; in 1948, 1,659,361 tons; and in 1949, 2,179,298 tons. The 1939 passenger traffic amounted to 318,506 persons and in 1949, to 1,424,211 persons.

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In 1949, Yugoslav ships totaling 850,430 net registered tons arrived in Rijeka, 209 Trieste ships totaling 13,331 net registered tons, 54 British totaling 130,489 net registered tons, 358 Italian totaling 267,914 net registered tons, 53 American totaling 230,420 net registered tons, 15 Swedish totaling 36,587 net registered tons, 16 Panamanian totaling 57,005 net registered tons, 15 Dutch totaling 11,642 net registered tons, 8 Soviet totaling 20,267 net registered tons, 6 Greek totaling 11,288 net registered tons, 3 West German totaling 5,725 net registered tons, 6 Danish totaling 9,095 net registered tons, 2 Finnish totaling 3,942 net registered tons, and 2 Hungarian totaling 776 net registered tons, etc. A total of 774 foreign ships totaling 850,430 [sic] net registered tons arrived in Rijeka from 20 foreign countries during 1949.

#### RIVER PORTS TO SHIP COAL -- Ljubljana, Slovenski Porocevalec, 9 Dec 50

Mechanical equipment for loading and unloading coal will be set up in 1951 in the river ports of Brcko and Samac. In Brcko it will be possible to unload coal from railroad cars directly into Sava River ships. This new loading and unloading equipment will be able to handle about 1,000 tons of coal per day.

Similar equipment may also be set up in Zabrezje, west of Belgrade. A bridge with two cranes for loading and unloading ships will be set up in Sisak. New loading and unloading equipment will be set up at those river ports which are connected with mining, industrial, and lumber centers. Such equipping of Sava River ports will permit heavier river traffic than previously.

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NEW MOTORSHIP EXPECTED IN JANUARY -- Ljubljana, Slovenski Porocevalec, 12 Dec 50

The Slovenija, with a deadweight tonnage of 9,000 tons, will make its test voyage on 16 January 1951. It is expected in Rijeka at the end of January 1951. The Slovenija will be Yugoslavia's fastest motor ship.

SALVAGE THE KARADJORDJE -- Ljubljana, Ljudska Pravica, 27 Nov 50

The "Brodospas" [now known as "Split"] Enterprise will begin salvaging the Karadjordje in March 1951. The ship lies at a depth of 54 meters in the Zlarin Canal.

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